

B. F. TAYLOR,
Stevedore.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.,
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1885. 日七月初六年七十二精光

MONDAY, JULY 22, 1901.

拜禮 號二十一月七英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.	
ESTABLISHED 1880.	
CAPITAL SUBSCRIBED	Yen 24,000,000
CAPITAL PAID-UP	18,000,000
CAPITAL UNCALLED	6,000,000
RESERVE FUND	8,310,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAJ.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

THE LONDON JOINT STOCK BANK, LTD.	HONG KONG AND SHANGHAI BANKING CORPORATION.
PAKES' BANK, LTD.	PAKES' BANK.
THE UNION BANK OF LONDON, LTD.	THE UNION BANK OF LONDON.
HONGKONG BRANCH.—INTEREST ALLOWED.	On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On Fixed Deposits for 12 months at 5 per cent.	
" " " "	6 " 4 "
TARO HODSUMI,	Manager.

Hongkong, 9th July, 1901. [35]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital..... \$1,000,000

Paid up Capital..... 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 20th December, 1899. [8]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Subscribed Capital..... 5,000,000

Paid-up Capital..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG, BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
per Annum—Fixed Deposits for 3 months

6 " 5 %

12 " 12 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [10]

Intimations.

\$12 PER DOZEN.

CLUB WHISKY

has reached the front rank because it is the best value on the market.

\$12 PER DOZEN.

H. PRICE & Co.,

12, QUEEN'S ROAD.

Hongkong, 29th June, 1901. [20]

LANE, CRAWFORD & CO.

SHIPCHANDLERS AND SHIPS' UPHOLSTERERS, DECK AND ENGINE STORES OF BEST QUALITY AND AT REASONABLE PRICES.

Sole Agents for.

T. & W. Smiths Gold, Steel Wire Ropes and Hawser, Glenfield Boiler Fluid, "Zynkara" Boiler Fluid, American "Valvoline," Holzapfel's Soapstone for Ships' Hold.

Topsides and Boot-Topping.

Also

INTERNATIONAL COMPOSITION FOR SHIPS' BOTTOMS.

SPECIALLY IMPORTED
HUBBUCK'S PAINTS, OILS, AND VARNISHES, LIFE BELTS, LIFE BUOYS, BLISS LOGS, CHERUB LOGS, &c., &c.

Ships' Upholstery, a Speciality under experienced European Supervision.

Hongkong, 9th July, 1901. [733c]

F. BLUNCK,

SILK LACE MANUFACTURER
AND
EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG.

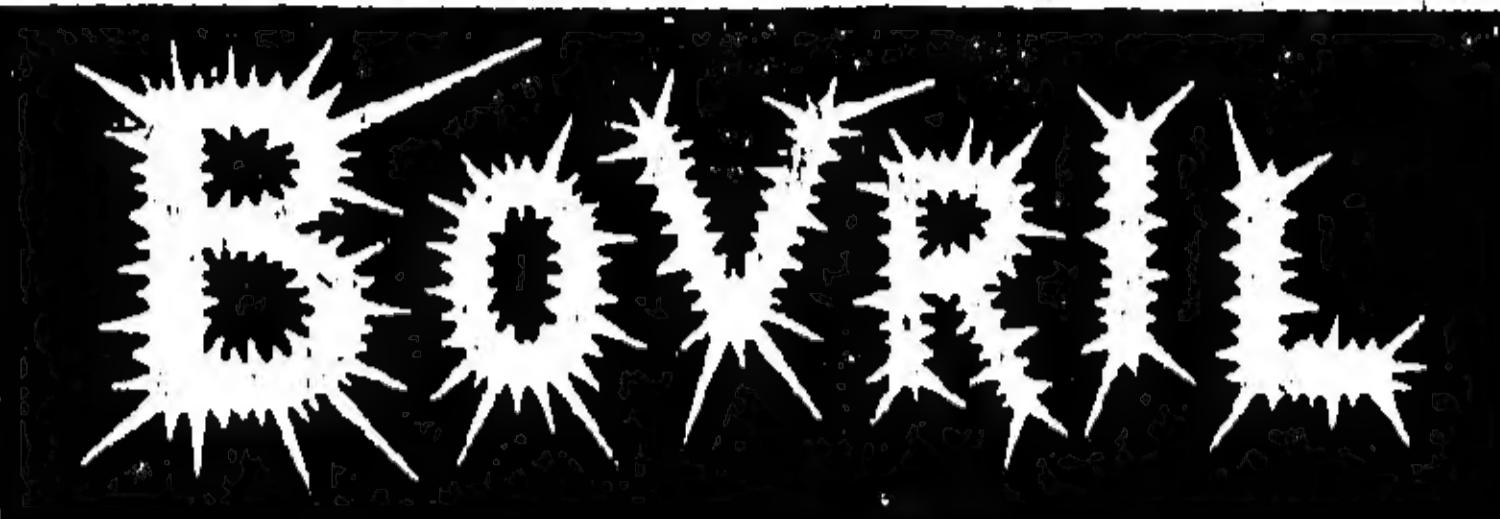
MANUFACTURER
and
RETAILER.

16th July, 1901. [734c]



Intimations.

BOVRIL PROMOTES ENERGY and takes away that tired feeling which lie in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and Japan. [207c]



BOVRIL PROMOTES HEALTH,
STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

FOR THE UNITED ASBESTOS CO., LTD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF-LUBRICATING PUMP PACKINGS, of all kinds.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION OF WORK.

CHIEF SUPERINTENDENT..... THOMAS SKINNER.

SUPERINTENDENT..... ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.



THE MITSUI BUSSAN KAISHA (OR MITSUI & Co.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.

LONDON OFFICE—34, LIME STREET, E.C.

HONGKONG OFFICE—6, ICE HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, arsenals and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamano Coal Mines; and SOLE AGENTS for Fukumo, Hokoku, Ichi-mura, Kanada, Kishima, Manoura, Onoura, Otsuji, Tohnyama, Tsubakuro, Yoshinotani, Yoshi, Yunokibara and other Coal Mines.

Hongkong, 2nd July, 1901. [563c]

GEO. YOUNGER, ALLOA.

INDIA PALE ALE.

Specially brewed for tropical climates. Good sound light bitter Beer.

Per case of 4 doz. Qts. \$11.00

8 " Pts. 14.00

Also in Hogsheads, Kilderkins, Firkins and 4½ Gall Casks.

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 22nd July, 1901. [15]

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLY AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE.

TONIC WATER.

LEMON SQUASH.

735c] SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

W. BREWER & Co.

NEW BOOKS AND NEW EDITIONS.

Lieut. General Sir Gerald Graham, by Col. Vetch	Modern Abyssinia, by Wyld	\$ 5.00
Windsor Magazine Vol. 13	Indian Borderland, by Holdich	7.00
Strand Magazine Vol. 21	Work, by Emile Zola	2.25
Forty-one years in India, by Lord Roberts	Le Brassier d'Affaires, Pour Georges Ohnet	1.00
India in the 19th Century, by Boulger	Booths Baby, by Strange Winter	3.50
The Heart of the Empire	The Black Card, by Sys	35c
Brassey's Naval Annual 1901	The Marques' of Lorre, by Geo. Macdonald	each
King's Interest Tables	Eben Holden	4.50

[689c]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(to)

FOR STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON	Shanghai	E. Spicer, R.N.R.	About 27th July ... Freight or Passage.
YOKOHAMA	Bombay	H. S. Bradshaw	About 30th July ... Freight or Passage.
SHANGHAI	Mussilla	C. M. Montford, R.N.R.	About 2nd Aug. ... Freight or Passage.
LONDON, &c.	Benicia</td		

Intimations.

KELLY & WALSH, LTD.

NEW BOOKS.

CHINA UNDER THE SEARCH-LIGHT, by W. A. Carnaby	\$ 3.50
CHINA AND THE ALLIES, by A. H. SAVAGE-LANDOR, 2 Vol. Illustrations and Maps	19.00
MISSION PROBLEMS AND MISSION METHODS IN SOUTH CHINA	3.50
HARRY PARKES IN CHINA, A Paper by Stanley Lane Poole	50
Hongkong, 20th July, 1901.	10

OLD MATURED JOHN WALKER WHISKEY, FROM THE FAMOUS KILMARNOCK DISTILLERY. THE FAVOURITE WHISKY IN THE OLD COUNTRY. ASK FOR IT!

Hongkong, 22nd July, 1901.

Intimation.

A. S. WATSON & Co., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1811.

CLARETS.

	Per Case	Per Dozen
ST. ESTEPHE	\$ 6.98	\$ 7.58
ST. JULIEN	9.00	9.60
LA ROSE	12.00	13.92
CHATEAU HAUT BRION LARRIVET	18.00	19.20
CHATEAU MOUTON D'AR MAILHACQ	21.00	22.30
CHATEAU PONSET CAR NET	25.00	
CHATEAU LA TOUR CAR NET	30.00	
CHATEAU RAUZAN	42.00	
CHATEAU LAFITE	48.00	

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR GARNET, CHATEAU RAUZAN AND CHATEAU LAFITE

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 22, 1901.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.
THE BOER POSITION DESPERATE
IN MAY LAST.

LONDON, July 19th. Letters captured from Steyn's Inager at Reitz, show that on the 10th May the Transvaal leaders informed Steyn that their position had become desperate, that the time had come to take a final step, and proposed an appeal to ex-President Kruger.

Steyn replied indignantly that he was not yet at the last extremity, and was convinced that foreign complications would ensue in a few months.

No Fire Insurance has been effected.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 22nd July, 1901.

[749c]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"HONGKONG MARU."

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 29th instant, will be subject to rent.

No Fire Insurance has been effected.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 22nd July, 1901.

[749c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, KARACHI, BOMBAY, PENANG, AND SINGAPORE.

THE Steamship.

"FRANZ FERDINAND,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—

From Trieste, ex S.S. Marquis Bacchus transhipped at Bombay.

From Venice, ex S.S. Massimiliano transhipped at Trieste.

From Levant Ports, ex S.S. Amphitrite transhipped at Colombo.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 27th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO., Agents.

Hongkong, 22nd July, 1901.

[750c]

AN APPEAL.

THE SUPERIORRESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Cambric Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiorress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Baron Iwasaki has bought Professor Max Müller's library for the Tokio University.

Hongkong, 22nd April, 1892.

[750c]

THE "SOBRAON" ENQUIRY.

The Board of Trade enquiry into the loss of the P. & O. s.s. Sobraon entirely exonerated the Captain and Officers from blame,

PROFESSOR MAX-MULLER'S LIBRARY.

Baron Iwasaki has bought Professor Max Müller's library for the Tokio University.

Hongkong, 22nd April, 1892.

[750c]

TYPHOON WARNING.

WARNING FROM MANILA.

Mr. W. A. Rublee, U. S. Consul General, kindly forwards the following copy of a telegram which he received from Manila yesterday:

MANILA OBSERVATORY,
July 21st, 7 a.m.

Typhoon in the Pacific, East Luzon.

HONGKONG OBSERVATORY REPORTS.

The Observatory report says:—

On the 21st at 12 p.m. the barometer has fallen over Formosa and the Philippines.

A depression exists in the Pacific to the E. of Luzon. Pressure is high over S. China. Variable winds on the China coast, and N. winds in the N. part of the China Sea. Forecast:—W. to N.W. winds, light or moderate; fine.

On the 22nd at 11.50 a.m. the barometer has fallen over S. China and the Philippines. The depression is probably trough-like at present, lying in about 14° Lat. and extending over the E. part of the China Sea and the Pacific to the E. of Luzon. Gradients slight for N.E. winds on the coast and in the N. part of the China Sea. Forecast:—Light or moderate N.E. winds; fine.

It is quite pathetic to see the manner in which the Boers still put faith in that hypocritical old humbug Kruger. How an appeal to him should help them goodness knows, but they seem to think that he could turn the tide of battle in their favour once more. It is funny that they don't see that the old man bolted from sheer funk as soon as matters appeared to be getting warm in his vicinity and most ungallantly left Mrs. K. to shift for herself. Perhaps they think that he can humbug others as he has themselves, and so trust to his talking the British nation into his way of thinking. The cool reception which the misguided old man received in Europe, even Kaiser William being too busy to notice him, would have shown any less sanguine people that there was no help to be expected from that quarter.

A CONTEMPORARY says:—The ossified man died recently at Albuquerque, New Mexico. He was born on the 10th November, 1834, at Lebanon, Kentucky. At the age of seven his muscles began to waste away. When the little body had been reduced to a shadow, the joints began to solidify. Every joint in the body except those of the lost shoulder and of the fingers became as immovable as a block of marble. Growth ceased, and since 1864 the breathing but almost helpless statue has been the marvel of every who has beheld it. In 1884 Sapp was engaged by a Chicago Museum, and since that time he has been one of the chief attractions of many shows, and has been exhibited in 18,000 towns of the United States and Canada. He was possessed of a wonderfully bright mind and charitable, pleasant disposition.

THE body of the unfortunate bluejacket Robert Campbell—who was drowned alongside the cruiser Terrible the other Sunday evening—was washed ashore at Suma, a little way beyond the Railway Station, early on the 12th inst. It was taken charge of by the local authorities pending arrival of instructions from the British Consul. The Kobe Herald is informed by a Suma resident that the Police took great care to protect the remains from the prying attentions of the over-curious, covering the body with blankets and stationing a number of men around it so as to keep people off. The village police lost no time in communicating with the Higao Police Office, who promptly reported the fact of the discovery of a body supposed to be that of the missing man-of-war's man, to the British Consulate. A launch from H.M.S. Iris went down to bring the body up.

WE are glad to see that the Board of Trade enquire into the loss of the P. & O. steamer Sobraon has resulted in the Captain and Officers being found blameless. As we pointed out at the time, the Sobraon doubtless encountered an abnormal current, and with an imperfectly charted coast, it would be, in thick weather, next to impossible to accurately fix the ship's position. As a matter of fact another vessel following the same track as the Sobraon and passing the scene of the disaster within an hour or two of the time the ship struck, was carried so far out of her course as to find herself inside instead of outside the islands, although very big allowance had been made for drift. Of one thing we may always be sure, and that is that no P. & O. boat will be put ashore from want of proper and seamanslike care in navigation. Had luck nobody can guard against, bad management one can, and the P. & O. Company see to it that such a charge shall never be laid at their door.

The Pall Mall Gazette says:—When Society gives itself over to silliness it is amazing how silly it can be. Women who are pretty think their prettiness saves them from criticism, and if they are wealthy and boast a noble name as well they are practically immune from censure.

Things are not altogether as they should be even in this country of solid common sense, but in Paris they have reached a degree of foolishness that it would be hard to beat.

At the polo ground at Bagatelle a

an animal race was got up in which each animal was led by a young and pretty woman with a more or less distinguished name.

The Countess de Sesmaisons had a guinea-pig, Baroness de Berckheim a tortoise, the Duchess de Noailles a pheasant, and so on, with monkeys, black rabbits, and sucking-pigs. We have scanned the list in vain for the ordinary barn door hen, a useful but evidently foolish animal. A hen race would be an exciting spectacle.

We recommend it to frivolous beauties.

The Simla correspondent of the Bombay Gazette writes to that paper as follows:—A number of Indian Railways have agreed to co-operate in a scheme circulated some time since by the Government of India for the training of soldiers in railway duties as guards, drivers, firemen, and stationmasters. The object of the scheme is to provide Government with an emergency corps of soldiers trained in railway duties to co-operate with the civil staff of volunteers available for service on State railways, on or beyond the Frontier, and also to supplement the civil staff in time of war or disturbance.

In return for training the men the railroads will be permitted to apply for their services at short notice when the traffic is heavy.

To be selected for training a man must have at least three years' service before him; he will remain with the railway either continuously or otherwise, as may be convenient to the military authorities for such period as the agent or manager of the line may, consider necessary to complete his training; he will then revert to his regiment; he being recalled from time to time, in case of emergency, to railway work serving to keep him efficient.

The Star Observer tells a story of how, at Korat, in Siam, the other day, a wood cutter stepped on what looked like a prostrate tree. It wriggled, and he slipped off to find it to be a big python. The man killed the serpent with an axe and upon the carcass being opened, the body of a deer, quite intact and apparently only recently swallowed, was found. The serpent measured something near 30 feet in length and 3 feet in girth.

EVERYBODY will be pleased to see that Lord Salisbury has presented a Bill for the modification of the Coronation Oath. All sensible folk

see that the time for religious persecution has long since passed. We have grown broader minded and content to let each man follow his own religious convictions without interference,

and for the King to stand and publicly insult the Catholics by his Coronation Oath would be, to say the least of it, bad form.

Many of our most prominent men are Catholics and the Crown has no better servants than they. Therefore let us bid adieu once for all to this stupid survival of a semi-barbarous age.

It is quite pathetic to see the manner in which the Boers still put faith in that hypocritical old

humbug Kruger. How an appeal to him should help them goodness knows, but they seem to think that he could turn the tide of battle in their favour once more. It is funny that they don't see that the old man bolted from sheer funk as soon as matters appeared to be getting warm in his vicinity and most ungallantly left Mrs. K. to shift for herself.

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peared to be getting warm in his vicinity and most ungallantly left Mrs. K. to shift for herself.

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CONCERT AT THE CIVILIAN CLUB.

The Concert given by the Civilian Club on Saturday evening was a great improvement on their first effort. The managing committee had gone to some pains to ensure its success and the result was eminently creditable. The playing of Messrs. Ley Kuni, King and Chin Yut was distinctly good while the singing and recitations of Messrs. Viggers and Ward were right up to their general average of excellence. The large audience that attended evidently were well satisfied with their evening's entertainment.

AT THE MAGISTRACY.

COUNTERFEIT COIN.
Wan Haw Kaw was convicted of having 237 ten cent pieces, all being counterfeit. He went to prison.

A NICE LITTLE HAUL.

L. S. Burchell No. 83 has a keen scent for arms. He was on the spot this morning charging Chan Shing with unlawfully possessing 2 rifles, a musket, 33 rounds of ammunition, 2 lbs. of powder and some new samples of shrapnel pots. Defendant was fined \$5, and arms confiscated. For efficiency, Sergeants Ken, Ashman and Burchell; or Tsim Tsai, Tsui, would be found hard to beat.

THERE IS NO PLACE LIKE HOME.
Ugan Fuk, for disloyalty an order of banishment, was sent to goal for 12 months' hard labour.

DYING TWICE.

Alla Buix was charged with striking Chan Shing's rickshaws. Alla Buix is a watchman in the employ of the Hongkong Hotel and seemingly killed Chan Shing on Saturday night; but Churned up and gave evidence this morning, so there was a slight doubt as to his decease. Cheung Kap, another Chinese nobleman, who for a hobby and to fill up his spare time pulls a rickshaw, gave evidence. But it was no use and defendant was discharged with a caution.

STEALING CIGARS.

Li Hing, charged with stealing two boxes of cigars from the Victoria Dispensary, was sent to prison for 6 weeks' hard labour.

STEALING DUCKS.

Len Fat and Teang Lean were up for stealing two live ducks from a private in the Madras L. I. They were awarded 48 hours detention to enable them to receive 6 strokes each with the birch. There was no excuse for Fat stealing ducks, although we may sympathise with Lean.

GAMBLING.

These was an epidemic of gambling cases this morning. Inspectors Wanck and McDonald and P.S.A. Gordon faced His Worship with 37 prisoners in charge. In every instance they were fined or imprisoned and the three police officials relieved with a pleasing sense of having performed their duty and an inward assurance that gambling will go on just as lively as ever.

THE GYMKHANA.

The following is the Preliminary Programme of the Second Gymkhana Meeting, 1901 season, to be held on the Race Course, Happy Valley, commencing at 4:30 p.m., on Saturday, 10th August, 1901, (weather permitting.)

Committee.—The Hon. J. J. Bell-Irving, Capt. Cadogan, 2nd Batt. R.W.P.; The Hon. C. P. Chater, C.M.G.; Colonel Culver, D.A.A.C.; W. A. Crickshank, Esq.; V. A. Caesar Hawkins, Esq.; Major Kettlewell, 22nd Bombay Inf.; Capt. Loring, R.A., G. C. C. Master, Esq.; The Hon. F. H. May, C.M.G.; Capt. Des Voeux, R.E.; H. P. White, Esq.

EVENTS.

1.—FIVE FURLONGS HANDICAP.—For all ponies measuring 14.2 and under. Ponies which have not been measured and entered for any recognised meeting in Hongkong or China to be measured by two Members of the Committee, and their Certificate of Measurement to accompany the entry. Entrance fee, \$3, to accompany entry. Four to start or the race to be declared void.

2.—DOG RACE.—For all dogs, large and small. First prize, \$8. Second \$4. No entrance fee. Six dogs to start or no race.

3.—LADIES' NOMINATION.—Competitors to line up at the starting-point, ponies with bridles only. At the word "Mount," competitors to ride round a post in the centre of course, leaving same on left hand; dismount at a given spot, there pick up a fan, and then re-mount. First past the post with fan in hand wins. No one, other than the rider, to touch his pony after he has appeared on the course. Any competitor touching the post to be disqualified. Entrance, \$2, to accompany entry. Six competitors or no competition.

4.—TENT PEG RING.—For all ponies not exceeding 14.3 in height. Two turns each at 3 paces. The competitor who carries the greatest number of pegs wins. Entrance, \$2, to accompany entry. Six competitors or no competition.

5.—SMALL DOGS RACE.—For all dogs belonging to Sailors, Soldiers or Police which two Members of the Committee pass as "Small dogs." First prize \$8. Second \$4. The winner of the previous dog race not eligible to start. Six dogs to start or no race.

6.—LADIES' NOMINATION.—Competitors to line up at the starting-point, ponies with bridles only. At the word "Go" to mount and ride round two posts, leaving each on the left hand, then through a paper screen and past the winning post. The posts to be kept on the left hand when rounding. Any competitor touching a post, bucking his pony through the screen, or dismounting to be disqualified. Entrance, \$2, to accompany entry. No whips, sticks, or spurs allowed. Six competitors or no competition.

7.—THREE-QUARTERS OF A MILE HANDICAP.—For all Walkers, Arabs and Country-breds. No restriction as to height. Entrance fee, \$3, to accompany entry. Four to start or the race to be declared void.

Entries will be accepted up to noon on the 3rd August for events 3, 4 and 6. The names of the Lady Nominees, to accompany entries, in events 3 and 6.

First entries for events 2 and 5.

Entries for events 1 and 7 to close at noon on the 31st July. Full description to accompany entrance fee, to be sent to the Hon. Sec. at No. 12, Queen's Road, Central, or left with the Hall Porter at the Hongkong Club.

GODFREY C. C. MASTER, Hon. Sec., pro tem.

Hongkong, 19th July 1901.

N.B.—Unless this Gymkhana is better supported as regards the number of entries than the one held 29th June last, the Committee feel that it is useless attempting to continue to hold them.

MOOCHOW NOTES.

(From the Echo)

Last Monday night a fire broke out in the city close to the yamen of the Provincial Judge and was not put out before 30 houses had been consumed. To add to the disaster four men, unable to escape, lost their lives.

Those who have read Messrs. Wm. Jas. and Hy. Thompson's able Annual Review of the Tea Trade published last month, cannot fail to have been greatly interested in its contents. Some amongst us perhaps who trade in India and Ceylon tea as well as in those produced in China will be less struck with some of the information given than others who have not had occasion to follow statistics closely, and have contented themselves with glancing at those published in the London and Melbourne monthly circulars. For instance, the total supply distributed by sea throughout the world is given, and few would have guessed it to be 520,000,000 lbs. which does not include China's overland trade of output of Brick tea. They are figures indeed. In 1899 the total was 488,000,000 lbs. and in 1898 436,000,000 lbs.

ARRIVAL OF PRINCE CHUN AT SHANGHAI.

The C. M. str. *Aping* conveying Prince Chun and a numerous suite on their way to Germany on a mission of apology to the Kaiser for the murder of Baron von Ketteler, came up the river on the 16th inst., about 9 o'clock and moored abreast of the Kinleyuen wharf, where the disembarkation took place. The several men-of-war in the river were dressed with bunting in honour of the occasion, as well as the China Merchants' steamers. The approaches to the wharf, it is needless to say, were thronged by tens of thousands of natives and not a few foreigners, all eager to have a sight of royalty. As the steamer approached the wharf it was noticed that the Prince was on the bridge, apparently much interested with what was going on around him, and to give piety to the situation a rope burst just as the steamer was being moored, but this did not seem to have disconcerted the Prince, in any way which is very creditable for one who is seeing the world for the first time in his life. After a rather tedious wait of nearly an hour, His Highness disembarked, being received by H. E. the Taotai and all the Chinese authorities and a bevy of "expectants" in full robes who had early congregated on the wharf. The Customs was represented by Mr. R. E. Breton. The decorations on the landing stage were of a most simple description, consisting only of a triumphal arch ornamented with red and yellow trappings. H. H. walked to his chair—the usual Chinese official chair carried by four bearers—between two lines of Chinese Braves. From the Arsenal, armed with nondescript weapons, all of which have seemingly seen better days. A couple of bombs were then exploded in mid air and a trio of musicians struck a tune which must be commended for its exceptional shortness. The procession was then formed and headed by the braves, proceeded along the French Bund to that of the English Settlement, where at the Yangkingpang bridge a posse of mounted Sikhs awaited to escort the distinguished visitor to his temporary residence at the Bureau of Foreign Affairs, Bubbling Well Road, Nanking Road, through which the procession passed was gaily decorated with brand new Chinese flags, a couple of tea houses only being conspicuous by their more profuse decorations. The procession was headed by seven mounted Sikhs with lances; fifty native soldiers mostly armed with two-handed swords and tridents, and a few carriages containing foreign officers.—*Shanghai Mercury*.

NORTHERN NEWS.

SHANGHAI, July 17th.

BOXER INTRIGUES.

As already stated several times in these columns, agents of Boxer chiefs who are in effect the organisers of the allied villages movement (Lien-chuang-hue) in Chihli, have come down south with two specific objects in view, namely, first to spread the movement in the Yangtze Valley and secondly to procure modern arms and ammunition. There are said to be several of these agents in Shanghai who should be searched for quietly, if possible, and their movements strictly watched; and it is further alleged that these men have quarters in one of the principal alleys off Park Road, and another in Hongkew, in the vicinity of the northern end of the Shansi Road bridge. Finally, looking at what has gone before, it would be imprudent with the light of experience in our possession to "pooh-pooh" any warnings that may be sent us, for, as the Celestial proverb has it (in such cases), "it is better to believe that there is danger in the air and prepare against it than to be sceptical and then repeat when it is too late." In conclusion it may be stated that the only difference between the old Boxer movement and the new, is the assumption by the latter of the motto "Destroy foreigners; sweep away missionaries and converts; annihilate the Manchus and up with the Han (Chinese) dynasty." A more comprehensive motto than the old one which supports the Manchus.

THE NEW MINISTER TO GERMANY.

With reference to a report that General Yin Ch'ang, Military Secretary to Prince Chun, has been appointed to succeed H. E. Lu Hui-huan the present Chinese Minister at Berlin whose term expires this year, an enquiry at the proper quarter does not confirm the report, no official message to that effect having been so far received by the official most nearly concerned in the matter. As far as attainments go, however, a better choice could not be made, as General Yin Ch'ang speaks German fluently, and is a very able officer.—*N. C. Daily News*.

JAPANESE CAPTAIN FOR A PACIFIC LINER.

Mention is made in Japanese papers (says the *Japan Herald*) of the appointment of a Japanese Captain on board the Pacific liner *Kioju Maru*. It is said that no Japanese has been heretofore appointed Captain of an American or European liner, nor on account of the question of ability, but because foreign Captains have been considered better in view of their knowledge of the customs and usages of ports and passengers. But the Nippon Yusen Kaisha has now taken the initiative in appointing Mr. Ono Natataro, Captain of the s.s. *Kioju Maru*, which left Yokohama for Seattle on Wednesday. Mr. Ono entered the Tokyo Merchant Marine Navigation School in 1877, and on graduating from the School in 1883 he became an officer on board one of the vessels belonging to the Kioto Uru Kwaisha. On the establishment of the Nippon Yusen Kaisha in 1885, he removed to the new Company, and in 1889 he was appointed Captain of a steamer. It is reported that he has twenty years' practical experience of navigation.

Entries will be accepted up to noon on the 3rd August for events 3, 4 and 6. The names of the Lady Nominees, to accompany entries, in events 3 and 6.

First entries for events 2 and 5.

Entries for events 1 and 7 to close at noon on the 31st July. Full description to accompany entrance fee, to be sent to the Hon. Sec. at No. 12, Queen's Road, Central, or left with the Hall Porter at the Hongkong Club.

GODFREY C. C. MASTER, Hon. Sec., pro tem.

Hongkong, 19th July 1901.

N.B.—Unless this Gymkhana is better supported as regards the number of entries than the one held 29th June last, the Committee feel that it is useless attempting to continue to hold them.

A WOULD-BE ASSASSIN.

At Saigon, about a fortnight ago, an attempted murder by a house "boy," an Annamite or native of the country, caused a sensation, says the *Straits Times* of the 13th inst. His employer, M. Héroult (the editor of the *Saigon Opinion*) had a short time previously dismissed him for theft. The boy hid himself in the house until M. Héroult had gone to office, and then entered a room in which Madame Héroult happened to be. The boy asked her to take him back into service. She refused. Upon this the boy snatched a loaded revolver which was lying on a side table, and fired at her. The bullet missed, and Madame Héroult fled to the verandah with the boy in pursuit who fired three more shots. Madame Héroult stumbled and fell on the verandah. The boy then held her down by the hair, and struck her repeatedly on the head with the pistol. Madame Héroult struggled with him and cried loudly for help. The neighbours rushed in, and the boy jumped from the verandah into the garden, where he was seized and handed over to the police. The boy confessed his guilt, and admitted that it was his intention to kill Madame Héroult if she refused to take him back. He will be tried at the assizes. It took several days for Madame Héroult to recover from the shock. Her injuries were slight. The boy was nineteen years of age, and had been three months in Mr. Héroult's service.

THE KING OF SIAM AT SINGAPORE.

The Siamese Royal yacht *Maha Chakri* with Their Majesties the King and Queen of Siam on board arrived from Batavia on the 13th inst., says the *Straits Times*, and anchored off Tanah Merah Kechil. At 10.30 this morning the Royal yacht steamed into the inner harbour and anchored close to Johnston's Pier. As soon as she neared the inner harbour, the Austrian cruiser *Leopard* H.M.S. *Rosario*, the *Sea Belle* and the Colonial steamer *Jorbusz* dressed ship in rainbow fashion and as the flags went up the Austrian cruiser *Leopard* fired a Royal Salute of 21 guns. The American gunboat *Nashville* fired at the Royal yacht studded across her bows and then the guns from the American cruiser *Albany* boomed forth in turn. When the Royal yacht had anchored, Sir Frank Swettenham the Acting Governor, accompanied by his aide-de-camp, Capt. Barry, and Capt. Boldero, R. N., Acting Master Attendant, went on board in the steam launch *Gweneth*. As Sir Frank stepped on board and again when he took his departure the band on board the Royal yacht played the British National Anthem.

JAVANESE TRADE WITH JAPAN.

At present Java largely depends upon Java for sugar. But enterprising Japanese now propose to work up a trade in other products of that island. One firm in Japan has sent an agent to Java to make inquiries into the matter, and into the chance for the successful starting of a Japanese firm intends to follow the example. In other words efforts are being made by Japanese to do without middlemen in the Java trade. Pessimists in the island see no benefit from this. They point out the danger of allowing too free an export to foreign countries of articles such as rice, of which Java hardly has enough, and the lack of which in time of dearth will be severely felt by the Javanese. The latter are heedless enough, even in times of scarcity, to sell grain under the temptation of large sums of money, only to feel the pinch of famine later on. In several districts, the authorities have had to be very strict and to prevent the reckless sale of rice by the people. In a word, what is feared is that direct trade with Japan from Java will lead to a large export of rice from Java thither. Danger arises from the fact that Java hardly produces rice enough for home consumption.

HOW OTHERS SEE US.

Many houses now under construction in Hongkong are said to be a disgrace to any civilised town. They are being run up to four and five storeys in height, are only fifteen feet broad and of great depth. Most of them have no lances at the back but only a small backyard with walls running up the full height of the house and so excluding every breath of fresh air. The outlets to these walls are blocked by the kitchens and the effect of building a house fifteen feet broad and some sixty or seventy deep, four storeys in height and with no side windows may be better imagined than described.—*Straits Times*.

SUGAR GROWING IN JAVA.

Some planters in Java fancy that American competition in the cane sugar line in Louisiana and Cuba, will shortly embarrass them. An expert, named Reineke, who has visited the United States for the purpose of seeing for himself how matters stand, thinks differently. He finds Louisiana sugar so inferior in quality to Java sugar that it is not for the protective duty in the United States; the Java article would command the market. In his opinion, American beet sugar has no future and only holds its own through the protective duties. Far otherwise is it with Cuba. There, says Mr. Reineke, lies the real danger to Java, when once Americans control the sugar-making industry. Cuba is more fertile than Java, but wages are high. Another advantage to Cuba lies in the abundance of land suitable for putting under cane. Next year's sugar crop in Cuba is set at 800,000 tons, or 150,000 tons more than the Java crop. Cuba, under ordinary circumstances can produce 3,000,000 tons of sugar a year. Should the yearly output reach only half this figure within a few years, Java sugar will then be driven out of the American market. Java sugar will then have to depend upon the markets of India, China, and Australia. Another dark spot in the horizon is the increasing production of beet sugar in Europe. Prices will assuredly fall under these circumstances. Mr. Reineke counsels Java planters not to lose heart, but to prepare for the struggle by laying aside all out-of-date appliances and by making use of every improved method that would enable them to come off victors.—*Straits Times*.

GUTTA AND RUBBER.

At the Penang Agricultural Show various kinds of gutta percha and rubber were exhibited, thus giving a favourable opportunity to note the difference between two substances which are generally considered as being very much the same. True gutta percha is found only in the Malayan region, and even there within a limited area, not extending beyond about six degrees north or south of the equator. The character, says the *Penang Gazette*, that distinguishes it from rubber is that, on being immersed in hot water, it becomes soft and plastic and may be moulded into any desired shape, which it retains on cooling, while rubber retains its original elasticity and does not harden. Rubber is also produced by a much greater variety of trees and climbers and has a much wider range, the principal countries

exporting it being South America and West Africa.

Selling the trees has been the most usual way of getting the gutta, but now a method of extracting the latter from the leaves of the tree is coming into favour. Gutta, as a marketable article, first came into notice in 1843, and it is now getting scarce that the Government has started planting gutta trees at Singapore, Penang, and Malacca.

The N.Y. K. Co.'s steamer *Mike Maru* (Bombay Line) left Singapore via Singapore for this port on the 20th inst., p.m., and is expected to arrive here on the 21st prox.

* * *

The Imperial German Mail steamer *Bayern* left Shanghai via Foochow on Saturday p.m. the 20th inst., and may be expected here on or about Wednesday a.m., the 24th inst.

* * *

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived at Nagasaki, at 9 a.m. on Monday the 22nd inst., and left again at 5 p.m. same day for Kobe where she is due to arrive at 10 p.m. on Tuesday the 23rd inst.

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* * *

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KANAGAWA MARU { MARSEILLES, LONDON & ANT. VWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID FRIDAY, 26th July, at Daylight. J. Mackenzie.

YAWATA MARU { SYDNEY and MELBOURNE, VIA MANILA, TOWNSVILLE and BRISBANE FRIDAY, 26th July, at 4 P.M. A. E. Moses.

KINSHU MARU { VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA MONDAY, 29th July, at 4 P.M. F. J. Horton.

TAMBA MARU { KOBE and YOKOHAMA FRIDAY, 2nd August, at Daylight. J. W. Wade.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 18th July, 1901.

TOYO KISEN KAISHA: NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU { via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu Tuesday, 30th July, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 17th Sept., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 24th Aug., at Noon.

Glenoak 3,750 W. Frakes, July 31.

Tacoma 2,811 J. Alwen, Aug. 6.

Bremen 3,601 W. Watt, Aug. 27.

Duke of York 3,621 J. S. Cox, Sept. 10.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table.

DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains daily, and夜 TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEVA and St. MICHAEL.

RATES of Passage to other Points on application.

SPECIAL RATES ALLOWED to members of Government Services.

For further Information as to Passage or Freight, apply to

DOUDWELL & CO., LIMITED, General Agents.

Hongkong, 22nd July, 1901.

14



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLUMTHON and LONDON. Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"BENGAL". Captain A. L. Valentini, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 3rd August, at Noon, taking Passengers and Cargo for the above ports.

Silk and Valuables; all Cargo for France, Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 4th July, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE, Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States connection with the GREAT NORTHERN RAILWAY Co.'s LINES.

THE Steamship

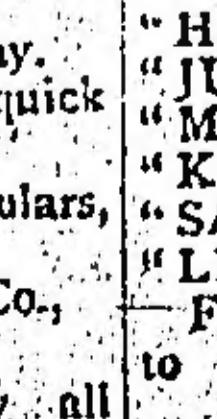
"KAISOW," Tons 3,920. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON & CO., Agents.

Consular Invoices must accompany all Overland Shipments.

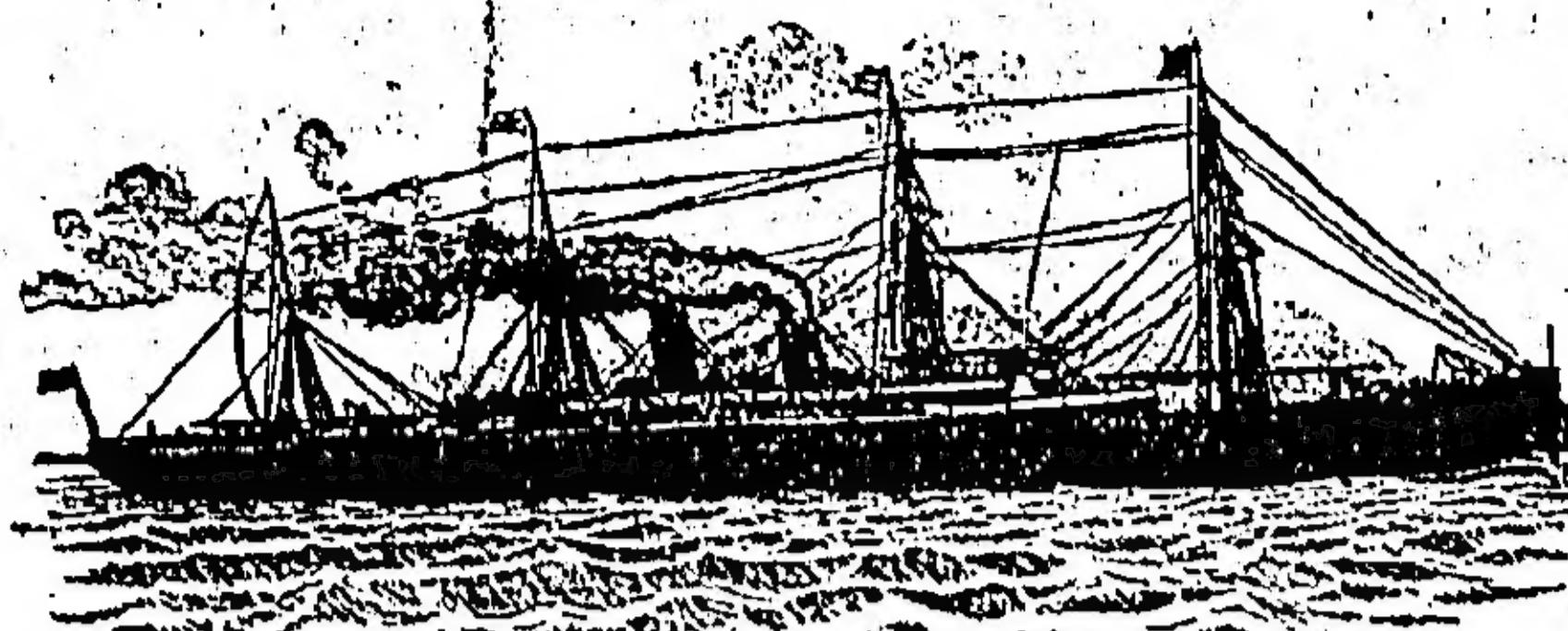
Hongkong, 27th June, 1901.



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Sailings.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIO"	THURSDAY, 15th August, at Noon.
"PEBU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, TO-MORROW, the 23rd July, at Noon, taking Freight for the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

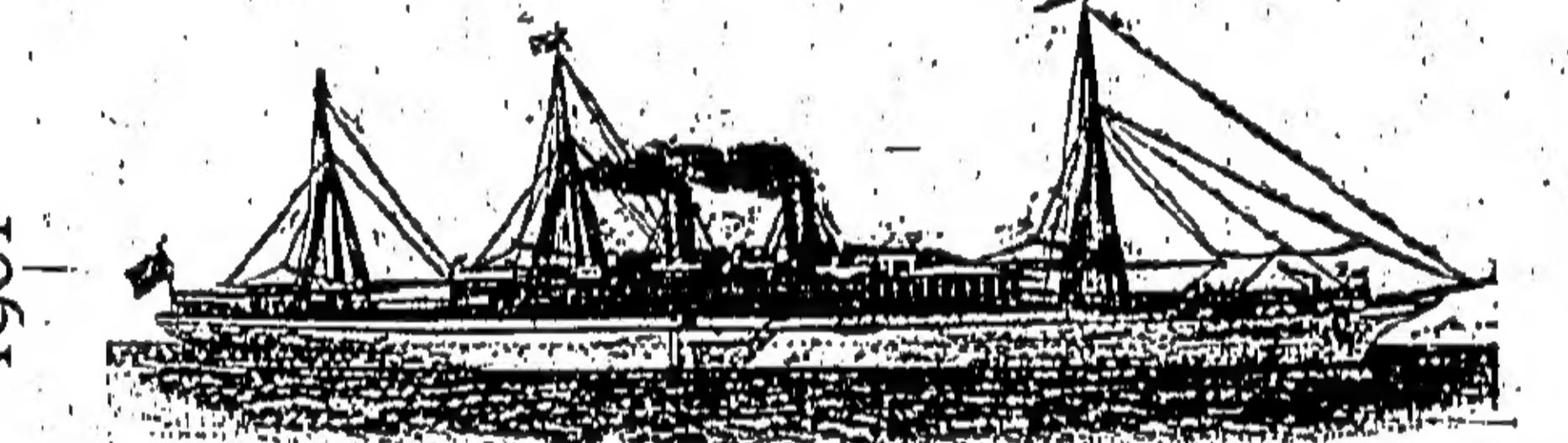
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 19th July, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF CHINA ... Comdr. R. Archibald, R.N.R., WEDNESDAY, 7th August.

EMPERESS OF INDIA ... Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th August.

EMPERESS OF JAPAN ... Comdr. H. Pybus, R.N.R., WEDNESDAY, 25th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUSNESS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Hongkong, 17th July, 1901.

Pudding Street.

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For further Particulars, apply to

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

WUERZBURG HAVRE and HAMBURG. 23rd July. Freight.

Schueder (Calling at SINGAPORE and PENANG). 23rd July. Freight.

ACILIA HAVRE, BREMEN and HAMBURG. 9th August. Freight.

v. Döhren (Calling at SINGAPORE and COLOMBO). 9th August. Freight.

ALEXANDRIA HAVRE and HAMBURG. 2nd Sept. Freight.

SIBIRIA (Calling at SINGAPORE and PENANG). 10th Sept. Freight and Passengers.

Porzelius HAVRE and HAMBURG. 21st Sept. Freight.

ANDALUSIA (Calling at SINGAPORE and PENANG). 21st Sept. Freight.

LENNOX (Calling at SINGAPORE and PENANG). 21st Sept. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 19th July, 1901.

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Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR STEAMERS. TO SAIL.

TIENTSIN	NANCHANG	24th instant.
ILOO and CEBU	KASHING	24th instant.
MANILA	TSINAN	24th instant.
PORT DARWIN, THURSDAY ISLAND, GUNTON, CAIRNS, TOWNSVILLE, IRISHBANE, SYDNEY and MELBOURNE	TSINAN	24th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

THE STRAITS GOVERNORSHIP.

According to the *Pall Mall Gazette* of June 22nd "the promotion of Sir James Alexander Swettenham from the post of Colonial Secretary at Singapore to the Governorship of British Guiana will be followed by the appointment of Sir Alexander's younger brother, Sir Frank Athelstan Swettenham, to the post of Governor of the Straits Settlements." Commenting upon this very pleasant item of news the London paper states—"The Swettenham brothers have been playing a sort of 'Box and Cox' drama at Singapore. The elder brother, J. A., has been Colonial Secretary since 1865, but at various periods has administered the Government. The younger brother has been Resident-General of the Malay States since 1869. Sir C. Mitchell held the Governorship from 1863 to 1868, when Sir J. A. Swettenham was appointed Administrator. Early this year, however, he was replaced as Administrator by his younger brother, Sir Frank. The natural disinclination to make the elder serve the younger had, however, hitherto stood in the way of Sir Frank's definite appointment as Governor. Both brothers are Knights Commanders of St. Michael and St. George; both have been in the colonial service over thirty years. While, however, Sir J. A. has served chiefly in Ceylon and Cyprus, his younger brother has spent the whole of his official life in the Malay Peninsula, with the intricate policies of which he is thoroughly familiar. It is no derogation to Sir James to say that the career of his brother is more distinguished than his own. The manner in which, when quite a young man—it was in 1875—he managed affairs at Perak on the murder of the British Resident first brought him into prominence—*Straits Times*.

GIBRALTAR AS A PORT.

The Government is on the horns of a dilemma. Either it must make the best of Gibraltar with its admitted defects, or it must face the fact that a fleet action in the Mediterranean would put on its local resources—which in that case would mean exclusively the resources of Malta, Dalmatia, &c.—which it has been conclusively proved that they are wholly unable to bear. It is easy to see the defects of Gibraltar; there is nothing to be gained by conceal them. Yet, when it is impossible to have what one desires, it is sometimes advisable to make the best of what one can get. The statement by Mr. Balfour that the decision of the Government will be announced in a few days, and that in the meantime everything had been done that was possible short of breaking the contract to stop the progress of the works pending the final decision, indicates that the Government is fully aware of the disadvantages of Gibraltar as a naval port, and that it is giving the matter the fullest consideration. With the assistance, it is to be presumed, of the best professional advice. In these circumstances it is difficult to see what good purpose Mr. Bowles hoped to serve, and the matter for surprise is that he found so many members, in addition to the Irish representatives, in follow him into the lobby.—*Morning Post*.

COCK AND BULL STORY.

The discussion of the Scottish Estimates in Supply yesterday afforded Mr. Weir an opportunity for bewailing the parsimony of the Secretary of State for Scotland and the neglect of the Congested Districts Board to provide for certain wants of the Highland districts. The Board, it appears, should provide bulls—sixty bulls, to be precise—and has only found forty-five. "Surely," said Mr. Weir, with Caledonian humour, "the remainder could have been got in Ireland." Likewise there is a shortage of cocks and hens, only five of the former and twenty-two of the latter having been provided, with four and twenty swarms of bees. It is true that the board has spent £18,000 in land, but that is a matter of detail; a body which falls short of its duty in the matter of bulls and hens must expect to find itself on the horns of dilemmas and beset by the horns of hostile criticism in Committee of Supply. Let the Board go through a course of the genitics of Virgil, or it will hear more cock-and-bull stories from the Vigilant member for Ross and Cromarty.—*Pall Mall Gazette*.

ON NAVY RATIONS.

MISSISS ARNOLD WHITE, AND YERBURGH ON THE LOWER DECK.

The *Southern Daily Mail* (Portsmouth) has received an interesting story from its naval correspondent with the Mediterranean Squadron, which indicates the manner in which Messrs. Yerburgh, M.P., and Arnold White, M.P., members of the committee on Naval Victualing, made a unique experiment in order to discover whether the navy rations are sufficient for Jack afloat.

When the Mediterranean Fleet left Malta Messrs. Yerburgh and White accepted the invitation of Lord Charles Beresford to take a trip in H.M.S. *Ramillies*. Instead of enjoying the luxury of the Admiral's table, however, with a devotion to duty that was little less than heroic, the M.P.'s decided to live upon navy rations for a few days.

PRESUMPTION SUFFICIENT.

As the squadron was supposed to be in a state of war, the hon. members were unable to augment the allowance with supplies from the canteen.

They were presumed to be piped out to scrub decks at 5.30, but presumption in this respect was sufficient without the reality. But at 6.30 they were duly handed a pint of cocoa and a piece of bread or biscuit.

At 12 they had their allowance of salt junk, soup, and bully, or whatever was the fare for the day, and at 4 o'clock had their pint of tea and another chunk of bread and biscuit, and after that had to fast until 6.30 next morning.

Admiral Fisher got wind of what they were doing and signalled chaffing messages from the flagship.

DIDN'T LIKE IT ALL.

In response to his query as to how they liked it they replied:—

Both Mr. Arnold White and Mr. Yerburgh are rather hungry, and begin to hold strong opinions on the ration question, especially as the canteen is closed, this being war time.

The Admiral signalled aback:—

As the preservation of the lives of Mr. Arnold White and Mr. Yerburgh is of supreme importance to the British navy, and, consequently, to the preservation of the British Empire, the Commander-in-Chief is of opinion they should be taken off their present low diet, and released at once from holystoning decks and scrubbing canvas gear (which they have been presumably doing since five a.m. on a pint of cocoa and 14 lbs of biscuit), and sent on board the *Renown* to lunch with the Commander-in-Chief at one p.m.

FASTING BUT FIRM.

"We are fasting but firm," said the hon. gentlemen in reply, though they admitted that the prospect of a good lunch on board the flagship was most alluring.

Other good-humoured messages were exchanged, the Admiral congratulating the M.P.'s on the courageous spirit that association with the navy had developed in them.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Agathe, G.
Almond, Miss
Anderson, O. M.
Atherton
Atkinson A.
Aherne, J.
Andrus, E. E.
Atkinson, Miss I.
Bawrou, J. E.
Burke, Miss
Bennett, E. F.
Baldwin, P.
Beyle, C. B.
Budgen, J.
Barton, Miss A. C.
Bishop, W. C.
Bailey, E.
Brattain, R. R.
Besnard, Madame
Bernardo, Mr. M.
Braun
Blievernicht, H.
Barvand, Miss F.
Brett, Mr.
Bender, H.
Bowles, Mr. & Mrs.
J. H.
Bates, L. W.
Cowle, E. H.
Cruz, B.
Carlton, P.
Carriington, Miss
Coley, J. H.
Cameron, Misses
F. R.
Cailletau, M.
Crammer, R. B.
Carlton, L. G.
Carols, A.
Cushing, G. B.
Deas, W. P.
Duncan, D.
Dingledine, A.
Doer, C. L.
Drury, J.
Estevens, M. J.
Einery, F. B.
Foot, Capt. F.
Forest, Miss A.
Forster, Dr.
Fornald, F. L.
Fitzsimmons, C. A.
Griffith, C.
Grand, H.
Godwin, Miss
Gye, H. W.
Godehnau, Mrs. J.
Genahre, J.
Gorcke, A.
Girard, A. V.
Grainger, E.
Galford, Mrs.
Hallard, F. J.
Hendersen, W. H.
Harper, A. H.
Hughes, E.
Hing, C.
Hill Depot
Hughes, Mrs.
Hall, E. S. A.
Heal, H. B.
Hundid
Harsdon, Carl.
Hardy, Rev. E. J.
Halcock, H.
Hermann, H.
Irvine, C. W.
Jama, Mrs.
Johnson, R.
Jansson, A.
Johnson Hon. H. C. B. Hon.
Jones, Dr.
Judah, J. S.
Jackson, J. G.
Jarvey, J.
Jones, W. L.
Kirk, Dr. R.
King, G. G.
Korster, Mrs. O. W.
Knight, II.
Lehrin, II.
Lee, Miss D.
Lockhart, Mrs. C.
Loret, P.
Lang, R. R.
Lankester, B.
La Dow.
Lopez, Dr.
Laura, A.
Mui, Miss A.
Mein, W.
MacCallum, D.
Medical Officer
Monteiro, T.
Mullins, J. H.

List of Registered Covers in Posts Restante,

Anguilla, M. S.
Brandt, P. (2)
Brimble, Capt. A.
Bortolo, B.
Bobal Singh
Beveral, Bonifacio
Bumann, C.
Bonaparte & Co.
Crane, E. H.
Calto, J. T.
Cowie, T. (Sydney).
Cameron, A. B.
David, J. A. (Singapore)
Educate, C.
Fox, F. (2)
Ferreira, F. X. P.
Fairis, G. (Singapore)
Forbes, H.
Gujor Singh, I.P.C. 647
Gunda Singh
Gleck, M.
Gomes, J. C.
Graves, W.
Goodchats, Mrs. J.
Hall, J. L.
Hall, Capt. F. (2)
Hoashi, S.
Haynes, J.
Herman Singh (Sin-
gapore)
Jeewan Singh, I.P.C.
Kelaides, G. (4)
Kahn, R.
Kemper, A. C. (Lon-
don).
Karim Ilahi
Kahijah Bakash
Kumura
Kala Singh.

List of Registered Covers for Merchant Ships.

S.S. Astor.....G. Nazinovich
Atlas.....M. Richardson
H.M.S. Barfleur.....G. Groves
S.S. Changha.....Capt. Moore
"Drawlong".....W. Indermann
"Dragon".....J. W. Holland
"Ellis Norrach".....J. J. McCarthy
"Holland".....A. Olsen
"Hawling".....A. E. Tilston.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

DURING my TEMPORARY ABSENCE

from the Colony, M. J. Robert Cooke

will be ACTING CHIEF MANAGER until

further Notice.

By Order of the Board of Directors,

D. GILLIES,

Chief Manager.

Hongkong, 17th July, 1901.

U.S.S. *Isla de Luzon*

A. E. Tilston

U.S.S. *Manuel Laguna*.....C. Reuton

Mulo.....E. Niclson

"Phia C. C. K.J. P. Walker

"President".....Mr. Shepherd

Transport *Penarth*.....R. B. Munro

"U.S.H.S. Relais".....J. C. Connor

"Relief".....Chas. McFeeley

"Relief".....J. H. Miller

"Relief".....P. Schneider

"Rever".....O. Brothof

"Saint Jerome".....C. Cantoniolas

"Shantung".....Capt. A. Jones

"St. Dunstan".....Smiles

"Tsinan".....Leop. Piringer

"Ula".....Capt. Anderson

"Transport Wright".....R. O. Lloyd. (2)

"Transport Wright".....S. Croft.

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Amos.....Steade

Beckerlein.....Nguyen Thanh

Bradley.....Njiwo Chiong

Bruff Comedy.....Pitman

Butler Duncan Pigtail

Chehooing.....Sham

Chingto (2 telegrams).....Shiu-chi-chong

Chun-hang-chang.....Takmakoff

French.....Toksham

Honjoa.....Tien-fai

John Wheeler.....Wood

Kai-hing.....Yebisumoto

Koelle.....Yuen-ho-pai

Kong-hin.....Yuen-mow

Kong-yuen-heng.....5233, 3266, 3962, 2875.

Kong-yuen-heng (2 telegrams).....1314, 2950 (Wing-on Tai, West Point).

Kwong-sing-loon.....5502, 7127 (Nan-koong).

Lai-ho-pai.....6436.

Lai-ho-pai.....3458, 4713, 5002 (Kan Lister Keye).

Loh-keeng-ko.....Hok Chau

Matthew, Joseph, Torpedo Depot.....1,089, 1,459.

FOR SALE.

FOR SALE:

THE German Steamer

"MUENCHEN"

as she now lies in the COSMOPOLITAN DOCK

at Kowloon, Hongkong, in damaged condition,

with all her gear, tackle, engines, boilers,

machinery and appurtenances now on board.

For Particulars and Inspecting Order, apply to

MELCHERS & CO., Agents.

NORDDEUTSCHER LLOYD.

Hongkong, 28th June, 1901.

172c

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS.

Three years old, in Excellent Condition.

For Price, &c., apply to

THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901.

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To be Let.

TO LET.

A HOUSE in RIDON TERRACE.

"FAIRVIEW"—KOWLOON.

"THE RETREAT"—MOUNT KELLETT.

Applies to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 13th July, 1901.

172c

TO LET.

(From 1st August next).

N O. 3, ORMSHY TERRACE.—KOWLOON.

Apply to:

PUN HUNG,

83, Queen's Road Central.

Hongkong, 17th July, 1901.

172c

TO LET.

GODOWN—No. 5a, DUDDELL STREET.

THE HONGKONG TELEGRAPH, MONDAY, JULY 22, 1901.

Conguees.

FROM HAMBURG, ANTWERPEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship.

"SITHONIA," Captain Burmeister, having arrived from the above ports, Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

This Steamer brought also the Hongkong Cargo ex H.A.L.s., "ARAGONIA" from NEW YORK, which cargo was transhipped at Singapore.

Optional cargo will be forwarded unless noticed to the contrary be given before Noon, TO-DAY.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M.

No fire insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office:

Hongkong, 18th July, 1901. [764]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo:-

From London, &c., ex S.S. Australia and Plas.

From Australia, ex S.S. Arcadia and Australia.

From Persian Gulf, ex B.I.S.N. and B.P. S.N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 24th instant, at 4 P.M., will be subject to rent.

No fire insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 13th July, 1901. [5]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENTHSIN," FROM BOMBAY AND STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo:-

From London, &c., ex S.S. Egypt and Clyde.

Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent.

No fire insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 17th July, 1901. [5]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BANCA," FROM ANTWERP, LONDON, PORT SAID, SUZ AND STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent.

No fire insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 17th July, 1901. [5]

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS AND
MANILA.

THE Steamship.

"GLAMORGANSHIRE,"

Captain Davies, having arrived from the above ports, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 26th instant, at 2.30 P.M.

No fire insurance has been effected.

Bills of lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 20th July, 1901. [772]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in the following Harbours:-

Hongkong, and May, 1901.

Intimations.

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HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

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N.B.—A special charge is made for lines more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS,

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WIRE, &c., &c.

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ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up installations if required.

For full particulars, &c., &c., Apply to

W. STUART HARRISON,
Manager.

Hongkong, 13th December, 1900. [26]

WORTH A GUINEA A BOX.

FOR ALL MUSCULAR AND NERVOUS DISORDERS, SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.

10 Cents per Box.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA—

WATKINS, LIMITED,
APOTHECARY'S HALL, 66, Queen's Road
Central, Hongkong. [44]

For Nervous Exhaustion

CHAPOTEAUT'S Phosphoglycerate OF LIME

The modern restorative
of the nervous system.
For bathers, professors,
and students, etc. and in daily
losses, dyspepsia of nervous
origin and insomnia.

It is readily assimilated and
promotes digestion.

Now ready.

THE
SPECIAL DESCRIPTIVE
AND
STATISTICAL EDITION

OF THE
HONGKONG TELEGRAPH."

TEN PAGES.

PRICE 50 CENTS.

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THOSE desirous of obtaining copies should

order early, as only a limited number

has been struck off and a Second Edition can
not be printed.

The Special Edition will be mailed to any

address on receipt of 50 cents to cover cost

and postage.

Hongkong, 20th July, 1901. [772]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the

OWNERS, will be RESPONSIBLE for any

DEBT contracted by the Officers or the

Crew of the following Vessel during her stay in

the following Harbours:-

Hongkong, and May, 1901.

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DROZ & CO.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.

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LEVER WATCH & CHRONOGRAPH.
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REPAIRS OF WATCHES and CLOCKS
by competent European experts at
Moderate Rate.

NO. 10, QUEEN'S ROAD CENTRAL,
Hongkong, 15th May, 1901. [526c]

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
CHARTS and BOOKS.

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ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS

Especially.

Hongkong, 22nd September, 1901. [fac]

VISITORS AT THE HONGKONG
HOTEL.

Andrews, Mr. D. A.
Angus, Mrs.
Arnold, Mr. H.
Auld, Mr. J. S.
Bage, Dr. C. P.
Bailey, Mr. W. S.
Bellairs, Mr. E. G.
Benjamin, Mr. David
Benton, Mr. F. L.
Berlinger, Mr. F. J. G.
Black, Mr. J.
Bowers, Dr. F. H.
Breitmann, Mr. R. J.
Brown, Mr. R. H.
Brown, R.E., Major W.
Bunting, Mr. F. G.
Cameron, Mr. G.
Carroll, Mr. T. A.
Carter, Mr. J. S.
Cunningham, Mr. P. A.
Denroche, Mr. P. C.
Devlin, Mr. D. M.
Dicker, Mr. G. M.
Dodd, Mr. H. A.
Dredge, Mr. T. F.
Dyson, Capt. P. S.
Fernald, Mr. and Mrs.
Geis, Mr. A.
Gibson, Mr. Kennedy
Glover, Mr. C.
Goddard, Mr. W. W.
Godfrey, Mr. H.
Gow, Mr. James
Grant, Mr. John
Grainger, Mr. E.
Griffith, Mr. A. E.
Hardy, Mr. W.
Hawes, Mr. J. A.
Hennington, Mr. H. F.
Hobson, Mr. S. C.
Howard, Mr. Thos.
Huber, Dr. J.
Hughes, Mr. W. K.
Hultain, Mr. A.
Huie, Mr. A. N.
Innes, Capt.

Living, Mr. E. N.
Jackson, Mr. R. H.
Johansen, Mr. and Mrs.
Katzsch, Mr. E. A.
Kaufmann, Mr. E.
Kiene, Mr. and Mrs. F.
Kiene, Mr. A.
Kirkwood, Mr. J.
Littledale, R. E., Major
R. P.
Long, Mr. & Mrs. D. M.
Lovely, Mrs.
Macdonald, Capt. D.
Macdonald, Mr. D.
Macdonald, Mr. Mackenzie, Mr. J.
Maclean, Mr. J. T.
Marlow, Mr.
Menesh, Mr. L.
Meurer, Mr. A.
Newland, Mr. W.
Mitchell, Mr. S. O.
Monini, Mr. H.
Parrott, Mr. W.
Pascual, Mr. C.
Perry, Mr. C.
Reel, Dr. L. R.
Roberts, Misses A. & U.
Robinson, Mr. W. R.
Rutherford, Mr. G. M.
Sawyer, Mrs. W. E.
Schlinger, Mr. Chas.
Schoon, Mr. C.
Shuttle, Mr. C.
Smyth, Mr. P. W.
Smithers, Mr. H. G.
Sweet